

COUNTRY	East Germany	REPORT	
TOPIC	Oranienburg Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		PREPARED	14 October 1955
REFERENCES			25X1
PAGES	5	ENCLOSURES (NO. & TYPE)	
REMARKS			

This is UNEVALUATED Information

1. Oranienburg airfield was observed during the period 3 July - 23 August 1955 and in particular the following was noted:
 - 3 to 5, 13, 15 to 17, 19, 21, 24, 27, 29 to 31 July and 4, 7 to 11, 14, 15, 21 and 22 August. No air activity was conducted.
 - 9 July. No observations were made.
 - 6, 7, 8, 20, 26 July and 3, 11, 12 and 17 August. There was night flying mostly from 2000 to 2400.
 - On the other days, there was day flying by an unidentified number of IL-28s or UIL-28s which made flights individually and in formations.
 - 20 and 28 July and 11 and 16 August. Local flights were made by Po-2s and Yak-14.
 - 20 and 27 July. Parachute jumps were made from a Li-2. On the former day, 5 men baled out from an Altitude of about 800 meters at intervals of 1 second. Their parachutes opened after a descent of about 200 meters. A red strip of cloth about 150 cm long and 40 cm wide floated above or next to each jumper. On the latter day, 19 men leaped during the first approach flight, 15 men during the second approach and 10 men during the third approach.
 - The following numbers of IL-28 or UIL-28 aircraft were parked at the field:
 - 7 July. 18 between the northern end of the runway and the hangar.
 - 19 July. 26 between the northern end of the runway and the hangar and 8 at the eastern edge of the field. Additional aircraft were assumed to be located near Wilhelminenhof.
 - 23 July. 26 between the northern end of the runway and the hangar, 8 at the eastern edge of the field, and at least 2 at the southern end of the runway.
 - 29 July. 8, 10 and 14 August. A total of 38 each day.
 - 2 and 5 August. Firing at towed sleeve targets was practiced.¹
2. The following radio installations were observed on 21 July:
 - A van-like truck and next to it a 5-meter-high mast with a triangular grid on the masthead, and another mast about 8 meters high with a rectangular grid, presumably Fishnet-type set, were observed near 15 tents which were arranged along half the length of the western edge of the field. The inner landing beacon and next to it a van-like truck were observed in the northern extension of the runway, near Baerenklauer Weg.²

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3. The following motor vehicles were seen moving between the airfield and Weisse Stadt between 3 July and 23 August:

Trucks

[redacted] with drivers wearing black-bordered blue epaulets

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Jeeps

[redacted] with drivers wearing black-bordered blue epaulets

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Radio Trucks

[redacted] with drivers wearing black-bordered blue epaulets

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Tank Truck Ambulance

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4. The following shipments were observed between 11 August and 7 September:

11 August: Thirteen railroad tank cars, each with 24 tons of fuel from Boehlen, train [redacted] arrived and were dispatched to Eden.

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12 August: At 1032, a train [redacted] consisting of 1 boxcar with soldiers wearing black-bordered blue epaulets, 4 locked boxcars each loaded with 25 tons, and 2 flatcars each loaded with 3 crates measuring 1.5 x 2 x 2 meters, coming from Dresden-Neustadt arrived at Oranienburg freight station. The crates were painted dark blue and reinforced by hoop irons. The shipment was dispatched to Eden at 1415.

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23 August: Train [redacted] with 8 tank cars each holding 24 tons arrived from Boehlen and was shunted to the airfield on the spur track.

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27 August: Train [redacted] consisting of 1 boxcar with soldiers wearing black-bordered blue epaulets, 6 locked boxcars each loaded with 10 tons and 2 flatcars loaded with 2 new two-axle tank trucks coming from Rostock Harbor arrived and was dispatched to Eden.

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28 August: Train [redacted] consisting of 1 boxcar with soldiers wearing black-bordered blue epaulets and 5 locked boxcars each loaded with 22 tons was dispatched to Eden.

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3 September: Fourteen railroad tank cars each with 23 tons arrived from Boehlen. Ten cars were dispatched to Eden and 4 were shunted to the airfield.⁴

5. The following observations were made at the former Sachsenhausen Concentration Camp near Oranienburg between 24 August and 30 September 1955:

24 August to 1 September. No changes were observed in the occupation. On Sunday 28 August, no troops assembled at Schuetzenhaus. Beginning on 25 August, about 40 Soviets wearing red-bordered black epaulets marched from the camp to the kommandatura every morning shortly after 0800 and returned about 1800. Every day at about 0900, 2 trucks with 20 men wearing red-bordered black epaulets moved from the camp to the Weisse Stadt restricted area and returned from there at about 1700.

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Trucks repeatedly shuttled between the camp and Weisse Stadt throughout the day. About 1700 on 31 August, 10 trucks each with 20 soldiers wearing red-bordered black epaulets with artillery insignia with field pack arrived in the camp coming from the direction of Sachsenhausen. Six trucks towed a canvas-covered light AA gun, 25 mm or 37 mm. The 10 trucks moved toward Weisse Stadt.

2 to 12 September. Traffic by officers and soldiers was intensified which might indicate that the occupation strength has been increased. A total of 250 to 300 soldiers wearing red-bordered black epaulets including a portion with artillery insignia was estimated to be in the camp. On Sundays, there was no assembly of soldiers near the Schuetzenhaus. Air force soldiers wearing black-bordered blue epaulets did guard duty in the komendatura and patrolled on the roads in the town. Throughout the day, about 40 soldiers wearing red-bordered black epaulets were detached to fatigue duty from the camp to the komendatura. Every day at about 0900, 2 track-laying prime movers of type VZ, each loaded with 8 Soviets wearing red-bordered black epaulets, moved from the camp to Weisse Stadt at about 0900 and returned about 1700. At 0840 on 7 September truck [redacted] marked by a white disc 30 cm in diameter and occupied by 24 Soviets wearing red-bordered black epaulets moved from the camp to Weisse Stadt. Shortly before 1800 on 10 September, 6 trucks each occupied by 28 Soviets wearing coats and steel helmets and carrying tarpaulins came from the direction of the town and moved through the gate on Trift Strasse into the camp. Each truck towed a canvas-covered AA gun of 25 or 37 mm.²

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6. The following air activity and aircraft were observed at the field between 25 August and 12 September:

25 August. Between 0830 and 1130, there was no air activity but 25 IL-28s or UIL-28s and 2 Li-2s were parked at the field. The sky was 10/10 overcast and it rained.

26 August. Between 1000 and 1140, there was intensive air activity by aircraft without auxiliary fuel tanks. Aircraft [redacted] were involved in local flying.

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30 August. Between 1215 and 1545, no flights were made by jet bombers. At least 31 IL-28s or UIL-28s and 2 Li-2s were parked at the field. The area south of Wilhelminenhof could not be observed.

1 September. Between 0830 and 1130, there was no air activity. At least 32 IL-28s or UIL-28s were parked at the field. At about 0830, about 200 soldiers worked on the field. Several men worked on each of the aircraft parked along the taxiway and runway. When the tarpaulins were removed, the men worked on the cabins and rudder assemblies. When some aircraft were towed from the taxiway to the runway, the men assigned to the individual aircraft went along and continued work at the new dispersal area.

4 September. Between 0745 and 0915, there was no air activity. About 32 IL-28s or UIL-28s were parked at the field.

5 September. At about 1030, one IL-28 made a wide local flight. A total of 26 IL-28s or UIL-28s and 2 Li-2s were parked in the northern section of the field. The other dispersal areas could not be observed.

7 September. At about 1815, at least 32 IL-28s or UIL-28s were parked at the field. Between 2000 and 2115, 4 IL-28s took off for local flights while the runway and obstacle lights and 3 searchlights were in operation.

9 September. Between 0800 and 1000, at least 32 IL-28s or UIL-28s were parked on the dispersal areas. One Li-2 and one IL-28 took off but their landings were not observed.

12 September. Between 1130 and 1430, local flights were made by Po-2s and Yak-14s. At least 33 IL-28s or UIL-28s and 2 Li-2s were parked at the field.¹

7. The following radio installations were observed on 26 August and 1 September 1955:
26 August. During the air activity, 4 van-like trucks about 30 meters apart were seen slightly east of the northern end of the runway. Masts 6 to 8 meters high were observed on top of or next to, at least 3 of the trucks.

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1 September. Four radio trucks and 1 fire truck were parked at irregular intervals at the afore-mentioned site. One antenna mast 4 to 6 meters high and braced by several guy wires was seen next to 3 radio trucks. The fourth radio truck mounted an unbraced antenna about 2 meters high on the front middle section of the van-like superstructure. The radar set in the northwestern section of the airfield was no longer observed. No changes were observed on the radio installations at Eden stopping point and on the radar set in the northeastern section.²

8. The following motor vehicles were observed between 25 August and 12 September 1955: 25X1

Truck [REDACTED] occupied by 4 officers wearing brown leather vests, boots and vizor caps with golden emblems, 5 sergeants and NCOs wearing the usual uniforms with vizor caps without golden emblems, and about 15 men wearing field caps. Truck [REDACTED] occupied by 2 officers wearing the usual uniforms with long trousers and vizor caps with golden emblems.⁶

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9. The Weisse Stadt restricted settlement was occupied by 800 to 1,000 air force soldiers and 100 to 200 army soldiers. The personnel who entered and left the installation wore blue epaulets with air force insignia and a small portion wore red-bordered black epaulets with artillery, signal and motor transport insignia. German craftsmen were employed in buildings Nos 10 and 11. The gate southeast of building No 9 was still guarded by a German civilian. A board fence along the northern side of Thaelmann Strasse and beginning approximately west of building No 35 was completed as far as building No 2 by 5 September.
10. Between 22 and 30 August, about 17 round tents each holding 8 to 12 men were observed in the northwestern section of the airfield. Seven of the tent camp there were 6 light AA guns which were emplaced about 30 m underground. There was no embankment around the site. Trucks [REDACTED] were seen moving to and from the AA gun emplacement. On 1 September, new personnel were observed among the AA unit. Trucks [REDACTED] were seen moving between Weisse Stadt and the airfield.⁷
1. Comment. Oranienburg airfield is still occupied by a bomber regiment and a presumed reconnaissance regiment equipped with 28 to 30 and 12 to 14 IL-28s or UIL-28s respectively. UIL-No 08 was reported for the first time. The other numbers have repeatedly been reported. 25X1
2. Comment. The previously reported Kniferest-type and Fishnet-type radar sets in the northwestern section of the field have apparently changed their location. The same radar station was observed to the northeast about 300 meters north of Velten Bridge. 25X1
3. Comment. [REDACTED] 29 tank trucks, including 2 3-axle semitrailers, have been observed so far. 25X1
4. Comment. The dispatching station or the type of cargo which arrived from Dresden-Neustadt on 12 August 1955 have not been determined. A shipment from Rostock Harbor, as observed on 27 August, is reported for the first time. This is presumably the first shipment by sea from Rostock. 25X1

SECRET [REDACTED]

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5. Comment. Shipments with AA units arrived in Oranienburg from Stendal in late May 1955 and from an unidentified direction on 19 June 1955. The units, the organization of which has not been determined, are partially quartered in Sachsenhausen Camp, in Weisse Stadt and at Oranienburg airfield. 25X1
6. Comment. Officers at Neuruppin airfield were seen wearing a multi-pointed golden star instead of the 5-pointed red star. 25X1

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